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CANADA LUMBERMAN

WEEKLY EDITION

The Lumberman Monthly Edition, 20 pages } \$1.00 PER YEAR { The Lumberman Weekly Edition, every Wednesday

Vol. I.

TORONTO, ONT., OCTOBER 2, 1895

No. 39.

CANADA LUMBERMAN

PUBLISHED BY

C. H. MORTIMER

Confederation Life Building - TORONTO.

Branch Office:

NEW YORK LIFE INSURANCE BUILDING,

MONTREAL.

Weekly Lumberman, published every Wednesday. Contains reliable and up-to-date market conditions and tendencies in the principal manufacturing districts and leading domestic and foreign wholesale markets. A weekly medium of information and communication between Canadian timber and lumber manufacturers and exporters and the purchasers of timber products at home and abroad.

Lumberman, Monthly. A 20-page journal, discussing fully and impartially subjects pertinent to the timber and wood-working industries. Contains interviews with prominent members of the trade, and character sketches and portraits of leading lumbermen. Its special articles on technical and mechanical subjects are especially valuable to saw mill and planing millmen and manufacturers of lumber products.

Subscription price for the two editions for one year, \$1.00.

WANTED AND FOR SALE

Advertisements will be inserted in this department at the rate of 15 cents per line each insertion. When four or more consecutive insertions are ordered a discount of 25 per cent will be allowed. This notice shows the width of the line and is set in Nonpareil type, and no display is allowed beyond the head line. Advertisements must be received not later than 4 o'clock p.m. on Tuesday to insure insertion in the current week's issue.

FOR SALE

ABOUT ONE MILLION FEET WHITE PINE Lumber. For further particulars apply to CANADA LUMBERMAN or D. O'CONNOR, Sudbury.

WANTED.

3 IN HARD MAPLE. 150,000 FT. NO. 1 AND 2, all 2 1/2 ft. Name lower, cash price delivered at Brooklyn, N. Y. Address: MANUFACTURER, 457 7th Street, Brooklyn, N. Y.

TENDERS WANTED

TENDERS WILL BE RECEIVED AT THIS Department up to and including the seventh day of October next, for the right to cut the pine trees over seven inches in diameter on the stump, in the township of Hodgkin, in the district of Algoma.

Parties making tenders will state: (1) The amount they are prepared to pay in lump sum, as bonus for the right to cut all the pine trees over seven inches in diameter on the stump, or (2) The amount they are prepared to pay per thousand feet board measure for the timber cut into saw logs, and the rate they are prepared to pay per thousand feet cubic, on timber made into square or wavy board timber. The timber when cut, to be subject to the following rates of dues: On saw logs \$1.25 per thousand feet board measure; on square or wavy timber \$2.50 per thousand feet cubic. No pine trees of a less diameter than seven inches on the stump shall be cut. The Department reserves all timber except the pine, together with the right to dispose of such other timber at any time, and purchasers of the other timber will have the right to cut the same and to make roads and do whatever may be necessary in the premises to cut and remove the same. Terms of payment: If tender be accepted for lump sum, one-third cash, balance in three and six months notes for balance to be endorsed by parties satisfactory to the Department.

Tender be accepted at a rate per thousand feet, payment to be made as cutting progresses. A marked cheque for one thousand dollars must accompany each tender.

The highest or any tender not necessarily accepted. For further particulars apply to P. C. Campbell, Crown Timber Agent, Sault Ste. Marie, Ont., or Department of Crown Lands, Toronto.

(Signed) A. S. HARDY.

Department of Crown Lands,
Toronto, 31st Sept., 1895.

WANTED.

A POSITION AS LUMBER SALESMAN FOR a Pine Mill. Have one of the best trade connections west of Toronto, also east to Montreal. Apply P.O. Box 537, TORONTO.

FOR SALE.

450 FT. OF SECOND HAND 1 IN. STEEL wire cable; also one good shingle mill drag saw, good as new; also two double frictions complete. Above all made by the Wm. Hamilton Co., of Peterboro. Write us for particulars.

J. W. HOWKY & SONS, Fenelon Falls.

WANTED.

UNLIMITED QUANTITIES OF ALL KINDS of hardwood piece stock principally. Pl. oak, Cl. ash and P. elm kiln-dried from 3/4 inch and up wide and 21 to 55 inches long, either planed or rough. Apply for specifications. Splendid chance to work up lower grades with but little effort. Address P. O. Box 2144, New York City.

FOR SALE—EXCEPTIONAL OFFER.

SIX MILLION FEET OF CHOICE, RICH YELLOW, poplar lumber and squares. All thicknesses and grades. Well manufactured stock out of fresh cut large logs. Shipments direct from mill, immediate or future delivery in car load lots or quantity to suit. Lowest freight rates. Address,

P. O. Box 2144, NEW YORK CITY.

FOR SALE

LUMBER BUSINESS IN NEW BRUNSWICK, consisting of Steam Saw and Planing Mill; also one hundred miles of spruce limits. Mill almost new and in good running order; property must be sold to wind up an estate.

IRVING R. TODD,

Milltown, New Brunswick.

FOR SALE.

VALUABLE PIECE OF PROPERTY FOR mill site, 160 acres adjoining Cook Bros. Mill Plant, Serpent River, Algoma; also Murray Island (opposite) 54 acres, together with all improvements on mill site, store and dwelling, residence, houses, docks, etc. For terms of sale apply to

C. NOBLE, Jun.,

Care of Killarney Fish Co., Detroit, Mich.

VALUABLE TIMBER LIMITS AND MILL FOR SALE

THE EXCELLENT TWO GANG MILL recently in operation by the St. Lawrence Lumber Co., (Limited) with all appurtenances, houses, stores, wharves, booms, &c., known as "Bersimis" mill, with about 774 square miles of valuable timber limits on four fine rivers and their tributaries.

For particulars apply to

R. L. ALLPORT,

Care of Casgrain, Angers & Lavery,

Advocates, Quebec.

MR. DAWSON, M. P., ON EXPORT DUTY.

Mr. S. J. Dawson, M. P., in a recent interview, deplored the fact that there exists no export duty on logs to prevent American lumbermen from sending huge rafts to the United States to be manufactured, to the detriment of Canadian labour. He expects the Ontario Government eventually to impose such conditions upon purchasers of timber limits as will insure the manufacture of logs in this country.

CURRENT TRADE CONDITIONS.

ONTARIO.

THE fact that the first two months of the present fiscal year—July and August—show an unusually large export trade, the figures indicating a gain of two millions over the corresponding period of 1894, inspires business men with new courage. Our local lumbermen, however, inform us that there is no improvement in their trade to speak of, and no immediate prospect of any marked improvement. The fall is here when a brisker trade might be expected, but still it comes not. There is a heavy accumulation of stocks at mill points, and mill men are, no doubt, anxious to sell. In fact they are accused of sending their travellers to Buffalo and other points in the United States and cutting prices. We do not believe that they are doing so to any great extent, though there are always men who are so anxious to do business that they are prepared to cut. Canadian business has suffered in the east by competition from Duluth, and our men are naturally anxious to make up elsewhere for what they have lost there. On the other hand, Canadian dealers have reason to complain of the treatment some United States dealers accord to them by trying to depreciate the quality of the stock sent. The recrimination indulged in is not to the credit of honorable business men. We believe our Canadian shippers are, as a rule, thoroughly honorable in their transactions. From eastern Ontario no great advance in trade is reported, still there is an improvement, and numbers of small orders are being given, which is looked upon as an indication of a good fall trade. As in the west, yards are full and mill men are anxious to see an outward movement of stocks. This, they may reasonably hope for, as stocks in the great retail centres in the United States are low.

QUEBEC AND NEW BRUNSWICK.

Forest fires have been doing great damage in Quebec, but the rain of a few days ago seems to have quenched them for the present. A good deal of timber killed by the fire will probably have to be cut in order to save it. This will help to congest a market already pretty well stocked. Several limits have been sold, in several cases at the upset price, which shows a lack of confidence in the future. In the spruce market there are a good many orders, some fair ones in point of size, and prices are fairly sustained. Cargoes sold during the summer at \$10 per M. now command \$11, Boston survey, two-thirds price for refuse. There are not many cargoes afloat, the drought having closed up many water mills in Nova Scotia and

New Brunswick, as well as in Maine. The water in the St. John is exceedingly low. Unless abundant rains come the fall cut will be considerably curtailed. Deal shipments were more extensive from Pugwash, N. S., this season than for many years. Twenty ships and barks have already loaded, against a total of 14 last season, and four are yet to come for cargoes. There is an increasing tendency to the shipment of dry deals which come by train from points along the railroad.

BRITISH COLUMBIA.

After a long period of depression the lumber trade in this province appears to be looking up. The demand both in the territories east of the mountains and in foreign countries is showing a marked growth. The great wheat crop of Manitoba is helping trade in that direction, and there is a great improvement in shipments abroad, especially to South Africa. This new field for Douglas fir promises to equal Australia. Within the last two or three months five large steamships and four sailing vessels have sailed for South Africa with cargoes of lumber amounting in the aggregate to some 15,000,000 feet, and another steamship is loading. It is claimed that steamships can carry lumber as cheaply as sailing vessels and make reasonable profits. This increasing demand for Douglas fir in South Africa marks a new era in the trade, as it is an entirely new and promising field, which has formerly been supplied with lumber from the Baltic. The cedar of the interior promises new developments. A lumberman from Vancouver has been looking at some of the limits on Fish Creek and made the statement that it is much better quality than that found on the coast. Should the Arrow Lake branch be constructed this fall he expresses his intention of erecting a saw and shingle mill. Freights are down, though more among grain carriers than in lumber vessels. Lumber freights from British Columbia or Puget Sound are quoted as follows: Valparaiso for orders, 40s; Sydney, 32s 6d; Melbourne, 40s; Port Pirie, 38s 9d; United Kingdom, calling at Cork for orders, 67s 6d to 70s; Shanghai, 45s; Tientsin, 55s nominal; South Africa, 62s 6d.

UNITED STATES.

A review of the lumber trade for September is rather disappointing. Though the tide may have turned, there is not the improvement that was hoped for as a result of the good crop. Low prices is responsible for the disappointment. White pine started well, a drop came later in the month, but it closed with a slightly improved condition. White pine men are

trying hard to force prices up and buyers are waiting to see if the advance they have made will be maintained. There has been a falling off in the demand for yellow pine, this owing to an advance in prices. Retailers anticipating it had stocked up so that there has not been as much doing in consequence. Trade in spruce has settled down to a policy of waiting. Buyers show no eagerness for anything except at a concession. It has been proposed that every lumber manufacturing concern and every commission merchant should call in their salesmen for thirty days, and thus make the retailers and consumers "hungry." United action in such a direction would be difficult to bring about, though it would doubtless harden the market. A drought, pronounced to be the worst ever experienced, in Maine, has come to an end, and mills closed down will be at work again, and anxious of course, to sell their product. A big purchase of spruce land is reported in that state which will largely increase the output. Investments in spruce appear to be in high favor. In the Northwestern States, trade is not particularly brisk. On the Pacific coast there is an improved feeling. The shingle trade, which generally picks up in the fall, does not show the usual upward tendency in demand. The people appear to be delaying repairs longer than usual.

FOREIGN.

London and Liverpool papers report the market firm, with good demand, especially for spruce which is strong in London. The market in Scotland is good, especially in Glasgow. The impression is that the market will continue steady, and if imports are not excessive during the balance of this season, the figures and general trade conditions next spring will be better than for some time past. The arrivals at Liverpool include a cargo of deals and ends, one of deals, ends and boards, one of deals, boards and staves, all from Montreal, and one of fir and birch deals and ends from Richibucto, N. B. At Cardiff a shipment of sawn fir wood from Chatham, N. B., has been landed, while at other ports smaller shipments from Canada have arrived. South American trade has revived. To a correspondent in New York, Timber recommends Baltic red and white wood in preference to Canadian red pine and spruce, so Canadians had better look out and not lose the market. This, however, is only one opinion.

HARDWOODS.

The hardwood situation is somewhat firmer. There is a fair demand. Good elm and maple flooring is asked for and basswood is also sought.

STOCKS AND PRICES.

Messrs. Klock Bros., lumber merchants, have bought 150 miles of lumber limits belonging to Mr. A. Charlebois, contractor, for \$100,000.

McPhee, Jones & McLeod, of Apohaqui, N. B., have purchased an improved portable sawmill and will have it in operation near Hampton in a few days.

Mr. John Byrne has finished sawing at Annidale, N. B., for G. G. Scovil, and has removed his mill to the Sargeson Crossing, where he will saw for the same party.

The Ottawa Lumber Co. has purchased all R. H. Klock & Co.'s logs, about 8,000,000, which they are having cut at

Aylmer, Que., where they have plenty of yard room to do their sorting for the American market.

Messrs. McGormick & McLeod will operate again this season near Ahmic Harbour, Parry Sound district, and expect to begin in a couple of weeks. They will probably take out about forty million feet of pine.

Mr. Geo. McKean is loading a vessel at Port Elgin, N. B. There will be about 500,000 feet in her cargo. Mr. McKean has several hundred thousand feet to ship yet. He has done a large business at Port Elgin this year.

H. F. Eaton & Sons have leased about 40,000 acres of cedar, pine and spruce lands in Quebec, and Tower Bros. have taken a crew of men there to commence operations. The logs will be driven to St. John, N. B., a distance of 325 miles, and sold.

There are some twenty or more millions feet of logs in the St. John, N. B., river, between Fredericton and Andover, waiting for rain to bring them into the booms. Last year the river was clear about the middle of October. The cut next year promises to be about the same as this.

All the Petawawa drive that will come out this year is now out. There are some logs left, reports say 75,000, while others say 100,000. Owing to the low water, the Petawawa was very hard to drive, and it is a wonder that they got out as much as they did of the drive, as it was very large.

Mr. Edwin McLeod, Canadian Commercial agent at Georgetown, Demerara, in his report for the quarter ending 30th June last, just issued, states that only 318,175 feet of white pine lumber had been landed there during the three months, all from Nova Scotia. Sales were made at \$19 for merchantable and \$13 and \$14 for refuse or seconds.

Messrs. Gilmour and Hughson have about wound up their season's operations both in Chelsea and Hull, and their employees to the number of several hundreds are now being sent up the Gatineau for the winter's shantying. Since the mills started in the spring the supply of logs has held out without a break, and a large cut has been the result.

Three berths of timber land were sold by auction at Fredericton, N. B., on the 25th. One of them, situated on Burpee's Brook, Sunbury county, was bid in by C. Burpee. One on the Shikihawk river, and the other at Champaignville, Carleton county, went to Michael Welsh; each berth contained two square miles, and there being no competition, went at the upset price.

The tail of the Ottawa drive is clear of Des Joachims boom this week. It is an early finish for the year, as the water is very low. There are quite a number of logs in the Fort William boom yet. It will be some time before the tail gets clear there. All the booms below have a fair lot of logs and booming and towing are going on as busy as ever. The Schneaux boom is pretty well filled. There are about 350,000 logs in it. There is quite a delay booming out as there is very little current and a light east wind will take the logs back to the foot of the Schneaux.

BRITISH COLUMBIA LUMBER CHARTERS.

The Lumber Charters reported at Vancouver, during the month of Sept., were: Haw. bktn. Americana, 839 tons, Burrard Inlet to South Africa, private terms; Am. brig Courtney Ford, 381 tons, Puget Sound to Tahiti, private terms; Am. ship Guardian, 1,073 tons, Puget Sound to Callao, 425 6d; Am. bark Seminole, 1,439 tons, Puget Sound to Sydney, 325 6d; Chil. ship Ema Luisa, 1,489 tons, Puget Sound to Valparaiso, owners' account; Am. bark Sea King, 1,436 tons, Puget Sound to Sydney, 325 6d; Chil. bark

Atacama, 1,376 tons, Puget Sound to Valparaiso, f. o. 425 6d; Br. str. Straits of Dover, 2,253 tons, Puget Sound to South Africa, private terms; Am. ship B. P. Cheney, 1,259 tons, Puget Sound to Shanghai, 475 6d; Am. bktn. Irmgard, 628 tons, Puget Sound to Fiji, 405; Am. schr *Lizzie Vance, 413 tons, Eureka to Sydney, 425 6d; Am. bark Palmyra, 1,299 tons, Puget Sound to South Africa, 675 6d; Br. bark Shakespeare, 767 tons, Burrard Inlet to South Africa, private terms; Am. schr Robert Lewers, 696 tons, Puget Sound to Honolulu, private terms; Am. schr *Oceana Vance, 813 tons, Eureka to Sydney; Br. bark Stanmore, 1,737 tons, Puget Sound to Port Pirie, private terms; Ger. bark Artenis, 1,407 tons, Puget Sound to Valparaiso, f. o.

*Cargo to consist of Redwood.

THE BRUNETTE SAW MILL.

Mr. John Wilson, manager of the Brunette Saw Mill Company, has returned to New Westminster, B. C., from Montreal and the east. In reply to enquiries as to the intentions of his company with respect to building a new mill at Sapperton, to replace that destroyed by fire on July 3rd, 1895, he stated that it is very probable work will shortly be commenced in preparation for the resumption of sawmilling at Sapperton, but the company must first be assured of the early provision of certain better facilities for their protection against heavy loss than have hitherto existed. When preliminaries have been satisfactorily arranged it is unlikely that further delay in rebuilding the mill will take place. It is to be hoped that the requirements of the eastern stock-holders will be met, so that the city may again enjoy the benefits which attend the active operation of an industrial enterprise employing so large a number of men as the Brunette Saw Mills did when in full work.

FROM THE UPPER OTTAWA.

Mr. Craig Ring has returned from Antoine Creek, near Mattawa, where he was superintending the erection of new slides and dams, by the Bronsons & Weston Lumber Company, for the purpose of getting logs out of their limits in that district. The improvements are quite new and the firm will make use of them next spring to take out from seventy-five to one hundred thousand logs. Mr. Ring reports shantying operations on the upper Ottawa well advanced for the season, and estimates that the Bronsons and Weston Company alone have cut in the neighborhood of 30,000 logs. The river is, he states, at a more favorable height on all the upper streams than he has noticed for years, and logs are floated on nearly all the tributaries without any danger of being stuck. Hundreds of new choppers are being sent up by lumbering firms and jobbers every week, and a number of new camps are being opened on both the upper Ottawa and the Gatineau.

LUMBER NOTES.

It is said to be the intention of the Hon. Commissioner of Crown Lands for Quebec to cancel at the end of the year all licenses for timber limits on which there are arrears of Crown dues.

The Small & Fisher Co., of Woodstock, N. B., have some samples of their manufactures at the St. John exhibition.

Messrs. Andrew Cushing & Co. have closed a contract with Messrs. James Fleming & Sons to supply them with engines for their new mill at Union Point, N. B.

Kendal Kennedy, a mill owner at Hober, Medonte Township, has been fined \$20 and costs by P. M. Ross for allowing sawdust to empty into the Coldwater river from his mill.

The Waterous Engine Works Company of Brantford, Ont., have shipped the machinery for a band saw mill which F. G. McMillan is going to erect at Ellerhouse Station, on the D. A. railway, near Windsor, N. S.

BUSINESS DIFFICULTIES AND CHANGES.

J. A. Lidgate is opening a lumber business at Qu'Appelle, N.W.T.

F. McGibbon & Sons, lumber merchants, Sarnia, have called a meeting of their creditors for October 4.

The Old Ellershore saw mills, about a mile from St. Croix, are being rebuilt. They were burned down some years ago. They have been purchased by Mr. T. G. McMullin, of Truro.

J. H. Babcock, of the late firm of Mance & Babcock, Odessa, Ont., has purchased the Asselstine water power and mill site. He has commenced building operations, which when completed, will comprise a shingle, saw and grist mill.

Ald. McGinty has not purchased the Cowan & McGinty mill, near Indiantown, N. B., as reported, for the reason that the mill was destroyed by fire about a year ago. He has, however, bought the old iron, etc., remaining about the site of the mill.

SHIPPING MATTERS.

The tug Petrel arrived at Quebec on the 25th September, with a raft in tow.

The schooner Sophie has gone from Goderich to Thessalon for a cargo of lumber for N. Dymont.

The square rigged shipping for this season at Pugwash, N. S., has nearly all arrived, and the tonnage exceeds that of any year for many years.

The new Leyland freighter Victorian, has sailed from Boston with the largest cargo ever shipped from that port. Among the items in her cargo is 100 tons of lumber. In and out on this her first voyage, she carried 15,000 tons of freight.

The following vessels are reported loading lumber at British Columbia ports: At Vancouver, Norwegian ship Prince Amadeo, 1,581 tons, Capt. Steen, loading lumber for Halifax, N. S.; Norwegian ss H. W. Jarlsberg, 1,940 tons, Capt. Rummels, loading lumber for South Africa; Norwegian bark Prince Louis, 1,268 tons, Capt. Ellefsen, loading lumber for the U. K. At Victoria: British bark Shakespeare, 767 tons, Capt. Todd, to load lumber at Vancouver; Am. bark Enoch Talbot, 1,194 tons, Capt. Connor, repairing, to load lumber at Vancouver; Am. bark, Arcturus, 1,007 tons, Capt. Sloan, to load lumber.

FIRES.

Kingsbury's saw mill at Comox Valley, B. C., was destroyed by fire August 29th.

At Breault's Mills the saw mill and fifteen houses and three loaded cars, all the property of Mr. Breault, were consumed.

The sash factory of Messrs. Aquin & Itzweide, at Ste. Cunegonde, Quebec, has been badly damaged by fire. Loss about \$6,000; fully insured.

Bloom's saw mill at Holmesdale, on the St. Clair branch of the Michigan Central railway, was burned to the ground on 25th Sept. A large quantity of lumber and three Michigan Central railway cars standing on the siding were destroyed.

Mr. John Dovey's shingle mill at Lindsay, with a large number of shingles, was burned on 24th Sept. The fire spread so rapidly that nothing could be saved. The mill was insured for \$2,500, and the shingles for \$2,000 by the Mercantile Insurance Company, of Waterloo.

LUMBER FREIGHT RATES.

LUMBER freight rates for pine on the Grand Trunk Railway have been made a fixture, as below. Of an intended change due notice will be given lumbermen.

General instructions in shipping by Grand Trunk embodied in these words in the tariff schedule: On lumber in carloads, minimum weight, 30,000 lbs. per car unless the marked capacity of the car be less, in which case the marked capacity (but not less than 24,000 lbs.) will be charged, and must not be exceeded. Should be impracticable to load certain descriptions of light lumber up to 30,000 lbs. to the car, then the actual weight only will be charged for, but not less than 10,000 lbs. The rates on lumber in the tariff will not be higher from an intermediate point on the straight line than from the first named point beyond, to the same destination. For instance, the rates from Tara or Havelock to Guelph, Brantford, Weston or Toronto, will not be higher than the specific rates named from Windsor to the same points. The rates from Cargill at Southampton to points east of Listowel and south and west of Stratford will be the same as from Kincardine, but in no case are higher rates to be charged than as per mileage table published on page of tariff.

Rates from leading lumber points on pine and other softwood lumber, shingles, etc., are as follows. From Glencairn, Creemore, Aurora, Jarric and other points in group B to Toronto, 6½c.; Collingwood, Penetang, Coldwater, Waubaushene, Sturgeon Bay, Victoria Harbor, Midland, Fenelon Falls, Longford, Gravenhurst and other points in group C, to Toronto, 6½c.; Brace, bridge to Toronto 7c.; Utterson, Huntsville, Navor-Emsdale, Katrine to Toronto, 7½c.; Burk's Falls, Berriecale and Sundridge, to Toronto, 8c.; South River, Powassen and Callender to Toronto, 9c.; Nipissing Junction and North Bay, 10c. Rate from Goderich, Kincardine and Warton to Toronto, 6½c. These rates are per 100 lbs. Rates from Toronto east to Belleville are 7½c. per 100 lbs.; to Deseronto, 9c.; to Brockville and Prescott, 10c.; to Montreal and Ottawa, 11c. The rates on hardwoods average about from 1c. to 2c. per 100 lbs. higher than on softwoods. For rates on railway ties, mahogany, rosewood, walnut, cherry, and other valuable woods, application must be made to the district freight agent.

On the Canadian Pacific the rates on pine and softwoods may be illustrated as follows: Cache Bay, North Bay, Sturgeon Falls and Warren, to Toronto, 10c.; Algoma, Cook's Mills, Massey, Spanish River and Whitefish to Toronto, 13c.; Ottawa to Toronto, 10c. From Ottawa, Hull, Aylmer and Duchesne Mills to station on the Lake Erie and Detroit River, Erie and Huron, Toronto, Hamilton and Buffalo, and Michigan Central Railways, the rate is 14½c. per 100 lbs. Regulations apply as to minimum size of carload of 30,000 lbs., and an advanced rate is charged for hardwoods.

Lumber freight rates on the Canada Atlantic Railway are as follows. Ottawa to Toronto, 10 cents per 100 lbs.; Ottawa to Oswego, \$1.50 per M ft. (3,000 lbs. and under per M ft.); Ottawa to Montreal, \$1.00 per M ft. (3,000 lbs. and under per M ft.); Amprior to Montreal, \$1.50 per M ft. (3,000 lbs. and under per M ft.); Ottawa to Quebec, \$2.00 per M ft.; Amprior to Quebec, \$2.50 per M ft.; Ottawa to Buffalo, 12 cents per 100 lbs.; Ottawa to Port Huron and Detroit, 14 cents per 100 lbs.; Ottawa to New York, five carloads or over \$3.00 per M ft.; Amprior to New York, \$3.50 per M ft.; Ottawa to Boston, Portland and common points, local 15 cents; exports 13c. per 100 lbs.; Amprior to Boston,

Portland and common points, local 17 cents, export 31 cents per 100 lbs.; Ottawa to Burlington, 6 cents per 100 lbs.; Ottawa to Albany, 10 cents per 100 lbs.; Amprior to Albany, 12 cents per 100 lbs.; Ottawa to St. John, N. B. and common points, 20 cents per 100 lbs.; Ottawa to Halifax, N. S. and common points, 22½ cents per 100 lbs. Minimum carload weight for shipment of lumber, lath, shingles, etc., is 30,000 lbs., and rates quoted above are in cents per 100 lbs., except when quoted per M ft. the minimum carload charged is 5 M ft., lumber not exceeding 300 lbs. to the M feet. Ottawa rates apply on shipments from Rockland and Hawkesbury.

MODIFICATION OF HARDWOOD RATES.

The Grand Trunk Railway and Canadian Pacific have made the rates on hardwoods from certain points to Toronto and Hamilton as follows. The regulations are over the signature of Mr. John Earls, W.D.F.A., of the G. T. R., and given in reply to a letter from Toronto hardwood men. "After careful consideration we have come to the conclusion that, on and after Jan. 1st, 1895, a modification will be made in the present arrangements for hardwood lumber, to the effect that the rate will be 7½c. per 100 lbs. from our Northern and Northwestern branches to Toronto and Hamilton. This rate, however, will not apply from main line points and the straight run be-

tween Toronto, Sarnia and Windsor, also that so far as rates on common lumber to points like Guelph, Galt, London, Woodstock, Ingersoll, from all lumber shipping stations the rate will be the same on hardwood as on pine. On the old principle, we suppose, that half the load is better than none, hardwood men have something, possibly, to be thankful for, though there is no good reason why the rates generally on hardwood should not be as low as on pine. It is understood that the C. P. R. rate will be made uniform at 7½c. from same points.

FOR SALE.

DRY HEMLOCK, ROCK AND ELM SLABS for sale at 75 cents per cord on cars. No edgings. J. L. Murray, Hepworth Station, Ont.

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Having Brown Ash 12, 14 and 16 ft. firsts and seconds, inch Bass firsts and seconds 12 feet, or any other Hardwood Lumber, can sell same for cash by advertising.

H. D. WIGGIN, No 7 State St., Boston, MASS. Inspection at mill.

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Business Wisdom: "Robert Bonner, the millionaire publisher of the New York Ledger, gives the following advice to young men: "Get control of a business of your own, and then work it up." Mr. Pullman's advice is: "Find out what the people want, and then supply the want."

The Price Lists that here follow will be revised each week up to the hour of going to press, and in connection with these we would draw attention to the week's trade review under the heading of "Current Trade Conditions" on the first page, immediately followed with matter marked "Stocks and Prices," which presents the lumber situation of the week, together with a record of the week's sales and transactions.

PRICES CURRENT.

TORONTO, ONT.

TORONTO, Oct. 2, 1895.

CAN OR CARGO LOTS.

Table listing lumber prices for various types of wood and products, including pine, spruce, and fir, with prices per M feet.

HARDWOODS—PER M. FEET CAR LOTS.

Table listing prices for various hardwood species such as Ash, Elm, Hickory, Maple, Oak, Birch, and Walnut.

OTTAWA, ONT.

OTTAWA, Oct. 2, 1895.

Table listing lumber prices for Ottawa, including pine, spruce, and fir, with prices per M feet.

QUEBEC, QUE.

QUEBEC, Oct. 2, 1895.

WHITE PINE—IN THE RAFT.

Table listing prices for white pine in the raft, categorized by quality and measurement.

RED PINE—IN THE RAFT.

Table listing prices for red pine in the raft, categorized by measurement.

OAK—MICHIGAN AND OHIO.

Table listing prices for oak from Michigan and Ohio, categorized by measurement.

ASH.

Table listing prices for ash, categorized by measurement.

BIRCH.

Table listing prices for birch, categorized by measurement.

TAMARAC.

Table listing prices for tamarac, categorized by measurement.

STAVES.

Table listing prices for staves, categorized by measurement.

Table listing prices for merchantable pipe and bright spruce, categorized by quality and measurement.

SAGINAW, MICH.

SAGINAW, Mich., Oct. 2, 1895.

UPPERS AND SELECTS.

Table listing prices for uppers and selects in Saginaw, categorized by measurement.

FINE COMMON.

Table listing prices for fine common in Saginaw, categorized by measurement.

B. PINE COMMON OR NO. 1 CUTTING.

Table listing prices for B. pine common or No. 1 cutting in Saginaw, categorized by measurement.

STRIPS, A AND B (CLEAR AND SELECTS).

Table listing prices for strips, A and B (clear and selects) in Saginaw, categorized by measurement.

FINE COMMON OR C.

Table listing prices for fine common or C in Saginaw, categorized by measurement.

SELECTED NO. 1 SHELVING OR FENCING STRIPS.

Table listing prices for selected No. 1 shelving or fencing strips in Saginaw, categorized by measurement.

NO. 1 FENCING OR NO. 3 FLOORING.

Table listing prices for No. 1 fencing or No. 3 flooring in Saginaw, categorized by measurement.

NO. 2 FENCING OR NO. 4 FLOORING.

Table listing prices for No. 2 fencing or No. 4 flooring in Saginaw, categorized by measurement.

SHELVING.

Table listing prices for shelving in Saginaw, categorized by measurement.

BARN BOARDS OR STOCKS.

Table listing prices for barn boards or stocks in Saginaw, categorized by measurement.

SHIPPING CULLS OR BOX.

Table listing prices for shipping culls or box in Saginaw, categorized by measurement.

SHAKY CLEAR.

Table listing prices for shaky clear in Saginaw, categorized by measurement.

COFFIN BOARDS.

Table listing prices for coffin boards in Saginaw, categorized by measurement.

BREVET SIDING—DRESSED.

Table listing prices for brevet siding—dressed in Saginaw, categorized by measurement.

TIMBER, JOIST AND SCANTLING.

Table listing prices for timber, joist and scantling in Saginaw, categorized by measurement.

SHINGLES, 18-IN.

Table listing prices for shingles, 18-in in Saginaw, categorized by measurement.

WHITE PINE LATH.

Table listing prices for white pine lath in Saginaw, categorized by measurement.

BUFFALO AND TONAWANDA, N.Y.

TONAWANDA N. Y., Oct. 2, 1895.

Table listing lumber prices for Buffalo and Tonawanda, including white pine, spruce, and fir.

NEW YORK CITY.

NEW YORK, N. Y., Oct. 2, 1895.

WHITE PINE LUMBER

Prices for white pine lumber are governed entirely by source of supply rendering it useless to give prices for local material.

WHITE PINE TIMBER.

Table listing prices for white pine timber in New York City.

SPRUCE.

Table listing prices for spruce in New York City.

BOSTON, MASS.

BOSTON, Oct. 2, 1895.

EASTERN PINE—CARGO OR CAR LOAD.

Table listing prices for eastern pine—cargo or car load in Boston.

WESTERN PINE—BY CAR LOAD.

Table listing prices for western pine—by car load in Boston.

SHINGLES.

Table listing prices for shingles in Boston.

HEMLOCK.

Table listing prices for hemlock in Boston.

LATH.

Table listing prices for lath in Boston.

ALBANY, N.Y.

ALBANY, N. Y., Oct. 2, 1895.

PINE.

Table listing prices for pine in Albany, including various types of lumber.

SHINGLES.

Table listing prices for shingles in Albany.

OSWEGO, N.Y.

OSWEGO, N. Y., Oct. 2, 1895.

WHITE PINE.

Table listing prices for white pine in Oswego.

SIDING.

Table listing prices for siding in Oswego.

SHINGLES.

Table listing prices for shingles in Oswego.

LATH.

Table listing prices for lath in Oswego.